## A BACHELOR'S DINNERS.

HOW A SINGLE MAN KEEPS HOUSE AND EN-TERTAINS HIS FRIENDS.

[From the Home Journal.] I have now kept house for a long series of years, and with considerable satisfaction to myself. Modesty forbids my claiming too loudly that my guests are equally well pleased with my arrangements when I offer sail, about sixteen feet keel and sloop-rigthem my hospitality; but I may say, at ged. At first sight two persons were appaleast, that I find no reluctance in excepting my invitations, and that when visitors have stayed once in my house they are always glad to come again. Nevertheless, it must be ships. The individual in command of the clearly understood that mine is but a small establishment-an eight-roomed house. Two servants, and a cellar only moderately stocked, make up the sum total of my housekeeping capital. Upon my housekeepercook, who is in her way a treasure, I incul- to England. I told him he would never cate the virtues of thriftiness, subjecting all reach England in his cockle-shell. He her accounts to vigorous andit, and setting laughed, and said, 'Oh, yes, he would. my face peremptorily against waste and ex- I took him to the cabin to show travagance. On the other hand, I scorn him the chart, but he was so nervous and meanness or cheese-paring economy. My excited that he appeared not to underhousemaid has to work thard, as must be stand anything I told him. His general unavoidable when she is responsible for the movements and looks were of the most suscleanliness and order of the whole household; but then she is not harassed by excessive waiting at table. In this respect, as in most others, I am a thorough disciple of "The Original"-the late Mr. Walker, for England. He staid on board about ten that is to say, who published under that minutes, and having shaken hands left pretitle, and among other papers an admirable cipitately, and wished to be reported. He essay upon Aristology, or the art of daning. gave his name as Charles Mattheson. The As he sagely observes, the real end of attendance is to de for one that which one the time was that the second person was a cannot so well do for one's self. It would lady and the adventure an elopement. If be an intolerable nuisance to be obliged to rise from the table and fetch each course from the kitchen when required; equally mainder of their honeymoon deep down disagreeable would be the exertion of changing plates or of removing the cloth. But it is otherwise with what I shall designate the fringes of the past-the accompaniments, the vegetables, sauces, bread, condiments, wine, and so forth, to all of which a diner can easily help himself. His enjoyment is, indeed, sensibly increased according to the facility with which he can satisfy his requirements in this rector opens the church himself and rings respect. Therefore is it that at my dinners the bell. Then he dons his ecclesiastical everything specially required for each robes in the presence of his congregation. course is placed with such course either There is no musical instrument in the upon the table or upon a dumb-waiter within | church, and the minister leads the singing. easy reach. Following the advice of "The His sermons are very short-a recent one Original," my centrepiece is not a sense- occupying only seven and a half minutes in less epergne or useless wine-cooler-hold- its delivery. Two services are held every ing a bottle that is not wanted, and which Sunday; and this rector, clerk, precentor, would not be cool if it were-but a silver sexton, bell-ringer and church-warden, all basket filled with bread, and on each side combined in one, receives for the performof it are two silver tridents, so that ance of his varied duties the modest little every one can have bread without asking salary of about \$300. for it. As a matural consequence of this system, then, I can dispense with the presence of a servant during the greater part has just been appointed to the new Sec of of dinner, and thus all restraint on conver- St. Albans, looks mountainous. It will sation is removed. This is a great gain. amount to \$80,000. Another, not less, is the escape from constant irritation and annoyance of servants leaning over to take this or that Rothschild, of Paris: "On a very wet and from the table, or of having steaming hot disagreeable day the Baron took a Parisian dishes thrust close into one's face. While omnibus on his way to the Bourse, or Ex-I am upon this point I will say that what wine I give is also placed upon the table, alighted, and was going away without payso that the first desire to drink may be followed by an immediate draught. To his fare. The Baron felt in his pocket, but this the only exception is the first glass of he had not a 'red cent' of change. The sherry, which should be found ready at driver was very wroth. 'Well, what did one's elbow, to follow the soup. Champagne | you get in for if you could not pay? You is always decanted, and placed a bottle be- must have known that you had no money. tween every two guests when the number 'I am Baron R-1' exclaimed the great

again. But I have mas in haste.

A partie carree is the most perfect form of dinner which it is possible to conceive. All large dinner parties resolve themselves into much this arrangement; the four people nearest to each other group together, but without the luxurious comfort of having one little table all to themselves. This system has been adopted at supper in many of the best houses, but so far I have not theard of any attempt to try the experiment at dinner. Yet I do not altogether limit my number to four. With six a general conversation may be perfectly maintained, and even with eight. The great banker was in haste.

I have only an order for a million, he said, 'give me change,' and he proffered a coupon for 50,000 francs. The conductor pon for 50,000 francs. The conducto the whole company should be "one," as that he had been thus working. "Well, my Mr. Walker says, "sympathizing and draw-dear," he replied, "I've been drawing a ing together, listening and talking in due conveyance all day, anyhow." proportions-no monopolists, nor any ciphers.". For the due assortment of the man's soul riding bareback through his sysguests the host is, of course, himself re- tem, cannot be compared with the cestasy sponsible. It would be well, when invita- which she feels when, for the first time, she tions were issued, if it were clearly made welts him over the manly brow with a out whom one was likely to meet. In any crimping iron.—Brooklyn Argus. case, the host should adroitly make all his guests acquainted with each other as soon as they are assembled, and this not by mere formal introduction, but by some distinct fusal to extradite Winslow. Now let the and unmistakable intimation as to "who

The great aim and object of all my dinsoul are as essential to enjoyment and to good digestion as are the tickling of the palate by dishes that are both toothsome and tender. Nevertheless, a hungry man, or even an epicure who had forgotten what hunger really meant, would be sorely disappointed if set down to a banquet of which the only food were lively talk.

THE STRANGE CASE OF ORPHEUS C. KERR. Mr. Robert H. Newell, "Orpheus C. Kerr," whose strange and continued repulsion of food has given such alarm to his friends and acquaintances, took a walk on Montgomery street, Jersey City, yesterday afternoon. Many of his friends congratulated him on his cheerful appearance and of his being able to walk at all, considering the extraordinary circumstances of his case. A reporter called upon Mr. Newell at his home in Wayne street last evening and found him looking better than he has been for the past two weeks. He still takes but an infinitesimal quantity of food; neither does he take any medicine save his daily spoonful of milk punch, and seems to spoonful of milk punch, and seems to want none. On Monday he took a very little milk punch, and the consequence was that up to late in the afternoon of yesterday

DLACKBERRY BRANDY (VIRGINIA made). BRANDY manufactured from Scupper-nong Grape, at \$5 per gallon at je 16 CHRISTIAN & WHITE'S. that up to late in the afternoon of yesterday he was unable to take anything whatever. In reply to a question as to how he can tell whether he can take nourishment or not when his stomach does not act, he said, "There is an absurd sense of repletion constantly present, just as though I had eaten a hearty meal." Mr. Newell says that he is perfectly well aware that his condition cannot continue, but must end either in the recovery of his appetite or in gradual starvation. Recently he spent a day with Dr Parker in New York, who made a long and critical examination of his case, and the result of the diagnosis was that Mr.

CARGO OF LIVERPOOL SALT.—DAoffer for sale the cargo of the bark Statsaad Broca daily expected, direct from England, consisting a LIVERPOOL FINE SALT, worthington brand, ta large, full bleached sacks. Also, GROUND ALUM SALT, in bulk or sacks. perfectly well aware that his condition canresult of the diagnosis was that Mr. Newell's system, both physical and nervous, was in perfect order, without any trace of disease present. Dr. Parker furthermore told him that there was a system of nerves called gastric nerves, which act entirely independent of the will, and, to use a figurative expression, constituted the ble terms at the warerooms corner Governor and will of the stomach. There was, indeed, but Franklin streets. very little known scientifically of the nerve-centre, but in such a case medical treatment was entirely useless. Dr. Parker consoled Mr. Newell by saying that his excellent phy-sical constitution and condition were in his favor, and there may be a change for the

MENT.-We have a theory that another dory besides the Centennial is attempting to make the passage across the Atlantic, and that this accounts for the conflicting reports concerning Captain Johnson, in the Centennial. The craft is of the same general d' scription as the Centennial and is called Brittle, and was spoken in latitude 40° ,45' longitude 67° 10', partially disable 4. In support of this theory is the state arent of the master of the schooner Ne grort, at Windsor, Nova Scotia, from Yew York, whose vessel was boarded by the master of the Brittle July 16th, in lat ande 41° 30%. longitude 67° 18'. The cap' ain of the Newport reports that 11 o'cloc' on the morning of the 16th he sighted a "small boat, under rent, but on nearer approach one disappear-ed." The little vessel was completely decked, having by a small hatchway amidboat made a signal indicating that he wished to beard us. I had my vessel haid to. He came on boar a, made fast his line, and walked rapidly aft to the quarter-deck. He shook hands with me, and asked the course picious character. I asked what he was doing so far from land in so small a boat. He said that he was eight days out from New York, had run away, and was bound boat was clinker-built. My impression at they persevere in steering for the British Islands they will too probably spend the reunder the waters of the Atlantic."-Cape

A STRANGE STORY—ANOTHER DORY ON THE

ATLANTIC-A SUPPOSED ROMANTIC ELOPE-

THE SMALLEST CHURCH IN ENGLAND .-Wastdale, a little parish in England, has the smallest church in that country, and it is a very diminutive affair. It has but eight pews, and yet is capable of accommodating double the population of the district. The

Ann Advertiser.

In comparison with this item of salary the income of the Bishop of Rochester, who

The following story is told of Baron change, near which the 'nabob of finance' ing. The driver stopped him and demanded at table exceeds four, which is seldom the capitalist, 'and there is my card.' The case. So steadfastly do I advocate small driver threw the card into the gutparties in preference to large ones, that I ter. 'Never heard of you before,' said to any address on receipt of the price:

The hegira of the potato-bug to England is a proper retaliation for that country's re-English common-taters take up the case .-Philadelphia Bulletin.

"I hain't heern one this year," laments ners is that they should be social gatherings—the feast of reason and the flow of sermon!"

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MOUNTCASTLE & COFER.

August 22, 1876.

au 23-3t

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TENERAL ASSORTMENT OF HOUSE CENERAL ASSORTMENT OF HOUSE-MACHINE, &c., AT AUCTION.—THIS DAY at 10 o'clock, we will sell at our auction-rooms an assort-ment of FURNITURE, consisting of WARDROBES, BUREAUS, WASHSTANDS, DINING-TABLES, CANEE and WOOD-SEAT CHAIRS, LOUNGES, MATTRESSES, BEDSTEADS, STONEWARE, CROCKERY, One superior No. 9 COOKING-STOVE and AP-PURTENANCES, One SINGER FAMILY SEWING-MACHINE—as good as new;

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And there may be a change for the better soon. Mr. Newell has eaten nothing since Stunday, when he partook of a spoon-ful of rice pudding. He spends a half hour at his desk in the Graphic office daily.

\*\*HOUSE-MOVING\*\*

HOUSE-MOVING\*\*

HOUSE-MOVING\*\*

Said a mother to her little son: "There! your toes are out of your stockings again; seems to me they wear out in a hurry." Giving a comical keep, he said, "Do you know why stockings wear out first at the toes?" "No." "Because toes wriggle, and heels don't."

William Purple undertook last night to divert a chair from its legitimate uses and render it available as a wife-queller. "Fair Seiches and work of a suppose of the content of the purple of the search of the purple of the search of the purple of the content of the purple of the recreation hours, and a policeman observing the braud took him in,—Norvoich Butletin.

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Stock and Real Estate Brokers, State Bank Building. COMMISSIONER'S SALE AT AUC TION OF VALUABLE MINING AND RAIL AD PROPERTY IN CHESTERFIELD COUN ROAD PROPERTY IN CHESTERFIELD COUNTY—In pursuance of a decree of the Chancery Court of the city of Richmond rendered on the 17th day of June, 1876, in the suit of Lancaster and others, trustees, against the Clover Hill Railroad Company, I shall, as special commissioner appointed by said decree, proceed to sell by public auction, at the office of Lancaster & Lucke, No. 1111 Main street, in the city of Richmond, at the hour of 12 o'clock on THURSDAY the 7th of September, 1876, the following property—viz.

office of Lancaster & Lucke, No. 1111 Main street, in the city of Richmond, at the hour of 12 o'clock on THURSDAY the 7th of September, 1876, the following property—viz.

1. The VALUABLE PROPERTY known as the CLOVER HILL MINES, in the county of Chesterfield, consisting of NINE HUNDRED AND NINE TY-FOUR ACRES in fee simple, and ONE THOUSAND. SIX HUNDRED AND SIXTY-FIVE ACRES in which the Clover Hill Company holds undivided interests and leaseholds; and all the MACHINERY and IMPLEMENTS used therewith, and also the CLOVER HILL RAILROAD, which is twenty-one miles in length, running from Clover Hill Mines to Osborne's, on James river, with all its ROAD-BED. SIDINGS, RAIL, SILLS, STATION-HOUSES, WHARVES AT OSBORNE'S, and COAL RESERVOIR. All of the above property will be sold as a whole, and lists of the same in detail have been printed, and will be furnished to all who desire to inspect them.

The terms of sale will be: \$1.640 payable on the 1st day of January, 1877; \$1.640 on the 1st day of January, 1877; \$1.640 on the 1st day of January, 1879; and as to the balance of such purchase-money, one third thereof shall be paid in cash, one third thereof in six months, and one third thereof in twelve months—such deferred payments to be secured by negotiable notes of the purchasers, with approved endorsers, to be secured by a deed of trust on the property.

2. And at the same time and place I shall also sell by public auction, and under the authority of the same decree. ONE LOCOMOTIVE, THIRTY IRON COAL-CARS, TEN GONDOLAS, TWO BOX-CARS, ONE SECOND-CLASS PASENGER-CAR. This rolling stock is now in use on the Clover Hill candon as credit of twelve months, said deferred payments to be evidenced by negotiable notes of the purchasers, with approved endorsers, and secured by a deed of trust on the property.

3. A TRACT OF PARTIALLY-TIMBERED LAND known as "Tizzard's," and lying near the mines, containing FIVE HUNDRED AND THIRTY-THREE AND A HALF ACRES, the mineral rights being reserved, they not belonging to the Clover Hill Company.

T

property.

Persons desiring to inspect the property will be shown through the works by the managers at Clover

Hill.
Trains leave Byrd-Street depot at 1:20 P. M. Monday, Wednesday, and Friday. Train leaves Clover Hill at 6:15 A. M. Monday, Wednesday, and Friday.

JAMES R. WERTH.
Special Commissioner. REAL ESTATE AT PRIVATE SALE. NEAT AND COMFORTABLE BRICK

DWELLING NO. 916 ST. JAMES AND CHARITY STREETS, FOR SALE.—At the request of Mr. Edward C. Minor, I offer for sale his residence, located as above. It contains six rooms, front and rear porticos, well of water in the yard and hydrant in the basement, with good garden and fruit-trees. The whole premises are in perfect order. DENTISTS.

JUD. B. WOOD, D. D. S., M. D.

DENTAL OFFICE OVER MESSRS. MEADE & BAKER'S,

L. M. COWARDIN, D. D. S., Assistant, je 12-coo JOHN MAHONY, DENTIST

919 MAIN STREET.

(formerly of Wayt & Mahony). Office, 625 Main street, between Sixth and Seventh foc 1-eod

MINERAL WATERS. BETHESDA WATER.—The curative pass that of any other mineral water yet discovered in curing all affections of the KIDNEYS, BLADDER, LIVER, &c. A fresh supply just received direct from the Spring.

GEORGE SCHEN.

au 14-2w corner Main and Eleventh streets. BANKS AND BANKERS CHITIZENS BANK OF RICHMOND.

PAID-UP CAPITAL......\$100,000 Z. W. PICKRELL, President. E. B. SNEAD, Cashier.

Deposits of one dollar and upwards received, and begosts of one donar and upwards received, and six per cent, allowed on deposits.

Deposits received subject to check without notice, and interest allowed on same if not checked on more frequently than two or three times a week.

Bank open every day from 9 o'clock A. M. till 3 o'clock P. M., and on Saturday from 4 P. M. till 6 P. M. je 28-ecd3m

WOOD AND COAL.

COAL AND WOOD.—I am now furnishing best quality ANTHRACITE, CLOVER HILL, SPLINT, MIDLOTHIAN, or COKE COAL at less prices than ever offered in this market for best fuel. OAK and PINE WOOD, \$4.50 to \$5 per cord. ENGINE COAL of all kinds and best quality. Save money by calling at Nineteenth and Cary ity. Save money by calling at Nineteenth and Cary streets. [au 19] CHARLES H. PAGE.

FUEL GREATLY REDUCED. I am selling to dealers and consumers cheaper than of all kinds, embracing my celebrated steam-prepared cooking and kindling WOOD, so convenient and economical, at Ninth, Cary, and Basin bank. Buy now for winter. [au 9] J. B. WATKINS. NEW COAL- AND WOOD-YARD.—SO CONVENIENT.—The undersigned have opened a branch office, No. 810 Broad, between Eighth and a branch office, No. 810 Broad, between Eighth and Minth streets, and are prepared to furnish AN-THRACITE, SPLINT, and CLOVER HILL COALS; also, best CARBON HILL SOFT COKE, for cooking; dry OAK and PINE WOOD, sawed and kindling, at the lowest prices. Now is the time. Order fuel for winter while it is cheap.

COTTRELL & GILES,

Tenth and Basin bank, and 810 Broad street, between Eighth and Ntnth. an 7-3m

ANTHRACITE, SPLINT COAL, &c. ANTHRACITE, a full supply of RED and WHITE ASH at summer prices; SPLINT—the very best; STEAM and BLACKSMITHS' COAL—none

better;
OAK and PINE WOOD for family use,
P. R. CARRINGTON,
corner of Seventeenth and Cary streets. A NTHRACITE COAL.—Five hundred tons best quality Red-Ash Egg, Stove, and Chestnut Coal for sale at cost for cash. Those wishing to secure their winter supplies will avail themselves of this opportunity. West Virginia Splint Coal and Oak and Pine Wood delivered at lowest rates for cash.

WIRT ROBERTS. au 2 corner Seventeenth and Cary streets.

CLOVER HILL LUMP COAL AT JUVER HILL LUMP COAL AT COAL AT GREATLY REDUCED RATES. 2,000 pounds LUMP COAL, delivered, \$4.50; 1,650 pounds LUMP COAL, delivered, \$4.25; 1,500 pounds LUMP COAL, delivered, \$4. Also, ANTHRACITE, SPLINT, and COKE 1,500 pounts
Also, ANTHRACITE, SPLINA,
COALS of every description.
OAK and PINE WOOD (long and sawed) at lowest market rates.

No. 118 Eighth street,
near Packet landing.

\$\frac{4}{4}\$ FOR 1,600 POUNDS CLOVER HILL \$\frac{4}{5}\$ LUMP COAL: \$4.50 for 2,000 pounds CLOVER HILL LUMF COAL W. S. PILCHER, 17 27 823 Main near Ninth street.

\$4.50. HAIL COKE; LUMP COKE, WOOD.

W. S. PILCHER,

Main near Ninth street—823. A NTHRACITE HOUSE COALS, at low-A est summer prices, in all sizes; WEST VIRGINIA SEMI-CANNEL and SPLINT COALS, guaranteed the best in the market;
CUMBERLAND and NEW RIVER STEAM
COALS will be furnished at low figures to large
gurchasers.
S. P. LATHROP,
jy 3
Seventeenth street, at draw-ridge.

INSURANCE COMPANIES. JOHN H. CLAIBORNE,

OF NEW YORK. CASH ASSETS over \$80,000,000.

Cash dividends, surpassing all others, at first and every anniversary of policies. Premiums payable annually, semi-annually, and quarterly.
The oldest, largest, and cheapest company in the United States.

au 12-1m

United States.

D. N. WALKER & CO., GENERAL INSURANCE AGENTS, 1014 MAIN STREET,
RICHMOND, VA., representing the
NORTH BRITISH AND MERCANTILE IN
SURANCE COMPANY, of London and Edinburgh
Capital, \$10,000,000 rold.
AMAZON INSURANCE COMPANY, of Cincin
nati. Ohio—assets over \$1,000,000.
MANHATTAN FIRE INSURANCE COMPANY.
Of New York—assets over \$800,000.
ATLANTIC INSURANCE COMPANY, of Brooklyn, N. Y.—assets over \$500,000.
PHŒNIX INSURANCE COMPANY, of Brooklyn, N. Y.—assets over \$2,500,000.
PORTSMOUTH INSURANCE COMPANY,
Portsmouth, Va.—assets over \$50,000.
Deposited with the Treasurer of Virginia, \$150.
000. Losses equitably adjusted and promptly paid at ion agency. Applications solicited, and immediate attention given thereto.

OC 18

BOOK AND JOB WORKNEATLY EX-ECUTED at the DISPATCE PRINTING-

RATEROAD LINES. RICHMOND AND PETERSBURG HAILROAD!

COMMENCING JUNE 4th, 1876, trains
On this read will run as follows:

LEAVE RICHMOND SOUTH.

5:10 A. M., THROUGH MAIL daily (except Sunday), connecting for all points South and West. Sleeping-car attached runs through to Weldon.

1:20 P. M., THROUGH MAIL daily, connecting for all points South and West. Passengers taking this train will make close connection at Petersburg for Norfolk, and at Norfolk with splendid Eay-line steamers for Baltimore, Philadelphia, and New York. Fare as low as by any other line.

as by any other line. FREIGHT daily (except Sunday), with coach attached.

coach attached.

LEAVE PETERSBURG NORTH.

7:30 A. M., FREIGHT TRAIN daily (except Sunday), with coach attached.

11:44 A. M., THROUGH MAII, daily, connecting with Richmond, Fredericksburg and Potomac railroad for all points East and West.

Potomae rainroad for all points Easiand West.

7:35 P. M. THROUGH MAIL daily (except Sunday), connecting with Richmond, Fredericksburg and Potomae railroad for all points East and West. Pullman sleeper attached, running through to Baitimore. Also making close connection with the Chesapeake and Ohio railroad for the Virginia Springs and all points North and West.

The 5:10 A. M. train from Richmond, and the 7:35 P. M. train from Petersburg, will stop at all stations. This is the only line with double daily trains making close conne. for in Charleston, Columbia, Augusts Savannah, and the South.

Passengers for Clover Hill Pits leave Richmond at avannah, and the South.

Passengers for Clover Hill Pits leave Richmond at 20 P. M. MONDAYS, WEDNESDAYS, and FRI-

OAYS.
ALL TRAINS leaving Petersburg will start from the Appointation depot. Je 3 A. SHAW, Superintendent. DEPARTURE OF STEAMERS.

FOR PHILADELPHIA, PROVIDENCE, BOSTON, AND MONTREAL, AND BILLS OF LADING SIGNED
THROUGH.—Steamer ALLIANCE, Captain CARR,
will receive freight for the above ports till FRIDAY the 25th instant at 2 o'clock.
Passage to Philadelphia, including meals and stateroom 58; second class passage, including meals and coom, \$6; second-class passage, including meals and tate-room, \$6.50; third-class passage, without meals, W. P. PORTER, Agent, W. P. PORTER, Agent, No. 2425 Dock street. au 25-1t

FOR NEW YORK.—The Old steamship Company's steamship WYANOKE, Captain Couch, will sail FRIDAY, August 25th, at 9 o'clock A. M. Freight received until 8 o'clock A. M. Through bills of lading signed and goods forwarded with dispatch to all points north, south, sou ast, and west; also, to foreign ports. Cabin fare to New York, \$12; round-trip tickets, \$20. Steerage, \$6 and \$8. For freight or passage, apply to G. W. ALLEN & CO., Agents, au 23-3t Company's Wharf, Rocketts.

CHEAP FREIGHT RATES

POWHATAN LINE FOR BALTIMORE,

CANTON INSIDE LINE FOR PHILADELPHIA LINE FOR PHILADELPHIA

Leave from Twenty-second and Dock streets at 4 o'clock TUESDAY and THURSDAY MORNINGS. and 4 o'clock SATURDAY AFTERNOON. L. B. TATUM, Agent.

OLD DOMINION STEAMSHIP COMPANY. FOR NEW YORK.

This company will dispatch one of their spicudid steamers—OLD DOMINION, WYANOKE, ISAAC BELL, and RICHMOND—every TUESDAY, FRIDAY, and SUNDAY at high water.
These ships are entirely new, and were built expressly for this route. They have splendld saloons, state-rooms, and bath-The fare, accommodations, and attentions are un urpassed.

Goods shipped by this line are landed regularly at New York on the company's covered pler, 37 North

New York on the company of the river.

Freights for points beyond New York forwarded with dispatch, and no charge made except actual expenses incurred.

Freight received until 6 P. M. daily.
Cabin farc to New York, \$12; round-trip tickets, \$20. Steerage, \$6 and \$8.

For further information apply to
GEORGE W. ALLEN & CO., Agents,
my 19 office Company's wharves, Rocketts.

DHILADELPHIA, RICH-DENCE. BOSTON. AND ALL NEW ENGLAND STATES, THREE TIMES A WEEK.—Until further notice the steamers of this line will make tri-weekly trips, leaving Philadelphia every TUESDAY, THURSDAY, and SATURDAY, and Richmond every TUESDAY, FRIDAY, and SATURDAY, connecting at Providence with Boston and Providence railroad for Boston, and by our Fall River line for the same city via Cape Cod, landing at Old Colony denot, and avoiding transfer.

the same city via Cape Cod, landing at Old Colon depot, and avoiding transfer.

W. P. PORTER, Agent,
2425 Dock street, Richmond.
WILLIAM P. CLYDE & CO...
General Agents,
No. 12 South Wharves, Philadelphia.
D. D. C. MINK, Agent.
my 17
No. 29 Devonshire street, Boston.

1776. JAMES RIVER STEAMBOAT COMPANY.

FOR OLD POINT. NORFOLK. PORTSMOUTH
BALTIMORE. PHILADELPHIA,
NEWYORK.
AND ALL REGULAR LANDINGS ON THE
JAMES RIVER.
Making close connection at Norfolk with the new
and elegant steamer FLORIDA for BALTIMORE, and steamer LADY OF THE
LAKE for WASHINGTON, D. C. On and after TUESDAY, May 16th, the fast and elegant steamer JOHN SYLVESTER, carrying the United States mail, will leave Richmond for the above-names points TUESDAYS, THURSDAYS, and SATURDAYS at 6 o'clock A. M. 

reasonable rates.
Freight for way-landings must be prepaid.
L. B. TATUM, General Agent.
Office: Company's wharf, Rocketts; branch office
at W. D. Blair & Co.'s, No. 903 Main street.

BOOTS, SHOES, &c.

CLOSING OUT AT COST.—I have still on hand a very good assortment of BOOTS, SHOES, TRUNKS, &c., which I am closing out at and below cost. Those in am closing out at and below cost. Those in want of such goods can buy them of me at least twenty-five per cent. less than elsewhere. I have quite a good supply of Burt's and Kelley & Moore's Shoes, for ladies and misses, which I am offering at prime cost. Persons indebted to me will please call at once and settle their accounts.

JOHN C. PAGE, JR., Agent, 909 Main street, between Ninth and Tenth. au 24

JUST RECEIVED, A LOT OF
Calfskin Boots, Galters, and Laced
Sloces, for old gentlemen, very broad bottoms and low heels; fine Calf Box-toed Galters, for men and youths; something nice and good for little boys and girls, and a good assorted stock for ladles and misses. All of the above very cheap at
W. H. CARDOZO'S, No. 1326 Main street,
second door from corner Fourteenth street.
Another large lot Leather, Saratogu, and other
Trunks very cheap.

L. A. S. T. L. N. G. CON-

ADIES' LASTING CON-GRESS GAITERS and LACE SHOES—hand-made, no nalls—low, broad heels, for old ladies; old gentlemen's Gaiters and Low Shoes; Misses', Boys', Children's, and Infant's Shoes; Trunks, Satchels, Vallses, &c., at J. A. GRIGG'S, au 12 Tenth and Main streets.

FOR GOOD AND CHEAP
SHOES go to B. F. TINSLEY & CO.,
431 Broad street, for I have examined their entire
stock and know it to be one that has been well selected; and their prices are so low that I guarantee
that they cannot be beaten. They keep nearly all
styles and grades, and also a fine assortment of
TRUNKS. I hope one and all will give them a call,
for I know it will be to their interest to do so.

They do REPAIRING in the uestest and best man-They do REPAIRING in the neatest and best man-

TRUNKS, VALISES, SATCHELS, a full assortment of BOOTS and SHOES for ladies and gentlemen; Misses' and Children's SHOES, all styles; Ladies' FINE SERGE BALMO-RALS, \$2.50—hand-sewed; KID NEWPORT TIES, \$3; TRUNKS lower than ever; •HEAVY BOOTS and SHOES for farm use. REPAIRING neatly and promptly done at W. P. W. TAYLOR'S, 1y 14 Fourth and Broadstreets. promptly done at W. P. W. TAYLOR'S, jy 14 Fourth and Broad streets.

LIME, CEMENT, AND PLASTER. ROCKLAND LIME.

1,500 barrels ROCKLAND LIME daily expected per schooner Lucy Ames, au 24 JAMES RIVER CEMENT.

A full supply of fresh JAMES RIVER CEMENT MORRISON & KENT. the trade. Agents James River Cement Works. au 10-3m 1503 Dock street.

IME, LIME, LIME. "INDIAN ROCK" LIME at greatly reduced prices. Fresh supply always hand.

Business office, 1302 Cary street. Lime depot 1503 Dock street. DHLON, ELLETT & CO., my 29 RATEROAD LINES

RICHMOND, YORK RIVER AND CHESTEARE RAILROAD COMPANY, OFFICE OF THE SUPERINTENDENT, RICHMOND, VA., August 22, 1876. GREAT REDUCTION

IN PASSENGER PARE DAILY LINE BETWEEN RICHMOND AND BALTIMORE. SCHEDULE OF TRAINS.

THROUGH PASSENGER TRAINS arrive Richmond DAILY at 10 A. M., and leave Richmon at 3:30 P. M., connecting at West Point with the magnificent first-class steamers HAVANA and LOUISE, and landing passengers in Estimore at A. M., in ample time to connect with all trains to northern, eastern, or western points. Fare to Baltimore .. Fare to Baltimore and return
Fare to Philadelphia
Fare to Philadelphia and return
Fare to Philadelphia and return

ROUND-TRIP TICKETS to Baltimore, Philade hia, and New York, good for THIRTY DAYS free THROUGH FREIGHT TRAINS leave Richmond DAILY at 5 A. M.; arrive at Richmond DAILY at E. M. P. M. / Freights delivered in Baltimore at S A. M. DAILY Careful handling and the utmost dispatch guaran

The management takes pleasure in announcing to the public the ro-establishment of their DAILY LINE betweer. Richmond and Baitimore. Their steamers have been refitted in the most thorough manner for the accommodation of passengers and freights. Their STATE-ROOMS are large and well furnished. TABLE supplied with every delicacy of the scasson.

Travellers taking this line have the benefit of the delightful trip down the Chesapeake Bay, and arrive delightful trip down the Chesapeake Bay, and arrive in Baltimore in ample time to connect with the rail lines for Philadelphia, New York, Boston, and all western points.

The LOWEST RATES and greater dispatch than any other line are offered to shippers. No transfer of freights to or from southern points at Richmond. Cars run through between West Point and Atlants without change. Tickets sold to all northern, eastern, and western points, and baggage checker

through.

For tickets apply at A. W. Garber's, 826 Main street; at the Exchange Hotel, and company's depot, corner Twenty-third and Dock streets, au 23 H. T. DOUGLASS, Superintendent, RICHMOND AND DANVILLE RAILEOAD COMPY,
RICHMOND, VA., August 4, 1876. CHEDULE OF TRAINS, TAKING EF SCHEDULE OF TRAINS, TAKING EF. FECT AUGUST 6, 1876.—TRAIN NO. 1.—NEW YORK AND NEW ORLEANS EXPRESS.—Leave Richmond at 1:10 P. M.: leaves Tomahawk at 2:19 P. M.: leaves Chula at 2:54 P. M.: leaves Burkeville at 3:54 P. M.: leaves Burkeville Wolf-Trap at 6:26 P. M.; leaves Ringgold at 7:58 P. M.: leaves Dundee (supper) at 8:05 P. M.; leaves Dunville at 8:10 P. M.; leaves Greensboro' at 10:25 P. M.; leaves Thomasville at 11:21 P. M.; leaves Salisbury at 12:32 A. M.; leaves China Grove at 1 A. M.; arrives at Charlotte at 2:42 A. M. The test. A. M.; arrives at Charlotte at 2:42 A. M. This train stops only at stations named above.

TRAIN NO. 2.—NEW ORLEANS AND NEW YORK EXPRESS.—Leaves Charlotte at 2:15 A. M.; leaves Air-Line Junction at 2:40 A. M.; leaves China Grove at 3:56 A. M.; leaves Salisbury at 4:19 A. M.; leaves Thomasville at 5:24 A. M.; leaves Greensboro at 6:17 A. M.; leaves Danville at 8:54 A. M.; leaves Dundee at 9:01 A. M.; leaves Ringgold at 9:15 A. M.; leaves Wolf-Trap at 10:36 A. M.; leaves Burkeville at 12:45 P. M.; leaves Chula at 1:46 P. M.; arrives at Richmond at 3:19 P. M. This train stops only at stations named above. A. M.; arrives at Charlotte at 2:42 A. M. This trait aly at stations named above.

rives at Richmond at 3:19 P. M. This train stops only at stations named above.

TRAIN NO. 3.—THROUGH MAIL—New York TO SAVANNAH.—Leaves Richmond at 5:50 A. M.; leaves Burkeville at 9 A. M.; leaves Dundlee (dinner) at 1:50 P. M.; leaves Danville at 1:55 P. M.; leaves Greensboro' at 4:36 P. M.; leaves Salisbury at 7:21 (supper) P. M.; arrives at Charlotte at 9:08 P. M. Stops at all stations.

TRAIN NO. 4.—SAVANNAH AND NEW YORK, Eastward—Leaves Charlotte at 5:55 A. M.; leaves Air-Line Junction a. 6:25 A. M.; leaves Salisbury at 8:30 A. M.; leaves Greensboro' at 10:53 P. M.; leaves Danville at 1:34 P. M.; leaves Dundee at 1:49 P. M.; leaves Burkeville at 6:55 P. M.; arrives in Richmond at 9:36 P. M. Stops at all stations.

TRAIN NO. 5.—LYNCHBURG ACCOMMODATION, Westwarg—Leaves Richmondat 10:15 A. M.; arrives at Burkeville at 1:45 P. M.; leaves Burkeville at 2 P. M.; arrives at Lynchburg at 5:20 P. M.

TRAIN NO. 6.—LYNCHBURG ACCOMMODATION, Eastward—Leaves Burkeville at 5:10 A. M.; arrives at Richmond at 8:40 A. M.

TRAIN NO. 7.—LOCAL BURKEVILLE ACCOMMODATION, desity (except Saturday), Westward—Leaves Richmond at 7 P. M.; arrives at Burkeville at 12:18 A. M.

TRAIN NO. 10.—LOCAL BURKEVILLE ACCOMMODATION andily (except Saturday), Westward—Leaves Richmond at 7 P. M.; arrives at Burkeville at 12:18 A. M.

TRAIN NO. 10.—LOCAL BURKEVILLE ACCOMMODATION, Except Saturday), Westward—Leaves Richmond at 7 P. M.; arrives at Burkeville at 12:18 A. M. Richmond at 7 P. M.; arrives at burkeyine at 12:18
A. M.
TRAIN NO. 10.—LOCAL BURKEYILLZ ACCOMMODATION, Eastward—Leaves Burkeyille at 7 A.
M.; arrives at Richmond at 1 P. M.
Trains Nos. 3 and 4 connect at Richmond with the Chesapeake and Ohio railroad.

Trains Nos. 3 and 4 connect at Richmond with the trains Nos. 3 and 4 connect at Greensboro' with trains to and from Raleigh and Goldsboro'.

The through trains connect at Richmond with trains on the Richmond, Fredericksburg and Poto

trains on the Richmond, Frederickson's and Foto-mae railroad to and from Washington, Baltimore, Philadelphia, and New York.

Trains Nos. 1 and 2 connect at Charlotte with trains on the Atlanta and Richmond Air-Line rail-road to and from Greenville, Atlanta, Montgomery Mobile, Pensacola, New Orleans, and all southweste ern points.

Trains Nos. 3 and 4 connect with the Charlotta
Columbia and Augusta railroad for Columbia, Au gusta, Charleston, Savannah, Tallal Southern points.

Train No. 2 connects at Burkeville with the Atlantic, Mississippi and Ohio railroad from Lynchbarg. Chattaneoga, and all southwestern points.

Tickets sold to all southern and southwestern points, and baggage checked through.
Unbroken gauge from Richmond to New Orlease,
Pullman Palace sleeping-cars run through between
Richmond and Atlanta. Local tickets are good only for a continuous passage

to the points named on the fleket. No lay-over checks will be given.

T. M. R. TALCOTT.

General Superinted 43td.

JOHN R. MACMURDO, General Passenger A.ent.
au 5 BALTIMORE AND OHIO RAILROAD FOR THE NORTH AND WEST.

Leave Richmond at 8 A. M., 3:30 P. M., and 10 P. Potomac boats connects at Shepherd with through sleepers for New York.

8 A. M. daily (except Sundays), making close connections at Shepherd for the northwest, arriving at Philadelphia at 6:50 P. M. and New York at 10:20 P. M. COLE. L. M. COLE,
General Ticket Agent,
A. S. WHALING,
Southeastern Passenger Agent,
T. R. SHARP,
Master of Transportation.

CHESAPEAKE AND OHIO RAILROAD, PASSENGER DEPARTMENT, RICHMOND, Va., June 17, 1876.)

Arrive at Covington..... Arrive at Alleghany..... Arrive at White Sulphur... Arrive at White Supplur. 9:40 P. M. 12:45 A. M. Arrive at Hinton. 12:40 P. M. 12:45 A. M. Arrive at Charleston. 7:08 A. M. 3:25 P. M. Arrive at Charleston. 7:08 A. M. 4:59 P. M. Arrive at Huntington. 9:30 A. M. 7:00 P. M. Arrive at Cincinnati. 6:00 A. M. Train leaving Richmond at 9:30 A. M. runs dally (except Sunday), stooping at all regular statlers.

General Passenger and Ticket Agent. W. M. S. DUNN. Engineer and Superintendent.

leaves Broad-Sirect station daily except Sundays, connecting at Shepherd with the Baltimore and Ohio railroad, at 2:35 P. M., making close connections for the Northwest, arriving at Philadelphia at 6:50 P. M. and New York at 10:20 P. M. No connection for Alexandria and Washington. leaves the Byrd-Street station daily connecting with the Baltimore and Ohio railroad at Shepherd, opposite Alexandria; due at Camden station, Baltimore, at 10 P. M. and with New York train (THROUGH SLEEPER FROM SHEPHERD TO NEW YORK), and with New York Night express via Baltimore and Potomac railroad at Washington, arriving at Charles-Street station, Baltimore, at 11:25 P. M. THROUGH SLEEPER FROM WASHINGTON TO NEW YORK. leaves Byrd-Street station (Sundays excepted), connecting at Washington with the Baltimore and Ohio railroads.

ACCOMMODATION TRAIN, for Hydroad Surgestion of the Commodation of the Alm, for Hydroad Surgestion leaves Broad-Street 8:00 A. M. leaves Broad-Sirect station daily ex

6:05 P. M. ACCOMMODATION TRAIN, for Hanover Junction, leaves Broad-Street station (Sundays excepted).
5:00 A. M. arrives at Byrd-Street station (Mondays excepted)

days excepted).

1:00 P. M. arrives at Byrd-Street station daily.

8:30 A. M. ACCOMMODATION TRAIN arrives at Broad-Street station (Sundays ex-9:30 P. M. arrives at Broad-Street station daily except Sundays.
Pullman sleepers on night trains.

FREIGHT TRAINS leave Broad-Street station on TUESDAY, THURSDAY, and SATURDAY NIGHTS for all points North and West, and arrive on MONDAY, WEDNESDAY, and FRIDAY MORNINGS. Consiguees of live stock and perishable articles, upon giving notice at depot, can obtain freight at Boulton on preceding evening. Through bills of lading and rates given to all pricipal points North and West, E. T. D. MYERS.

Train leaving Richmond at 9:30 A. M. rnns daily (except Sanday), stopping at all regular stations.
Train leaving Richmond at 12:00 P. M. runs daily, stopping at Hanover, Louisa, Gordonsville, Charlottesville, Ivy, Mechum's river, Greenwood, Waynesboro', Staunton, Goshen, Millboro', Covington, Alleghany, and all regular stations west of Alleghany.
Accommodation train leaves Richmond for Gordonsville and all intermediate stations daily (except Sunday) at 4:45 P. M. Passengers by this train arrive at Washington 6:10 A. M.
Sleeping cars run on all night trains and parlot cars on day mail trains east of White Sulphur.
Ticket office and sleeping car open at 9:30 P. M. for the 12 midnight train.
Trains arrive at Richmond as follows:

Richmond and Danville and Richmond and Petersburg railroads, both to and from Richmond.

For further information, rates, &c., apply at 827
Main street, or at company's offices.

CONWAY R. HOWARD.

RICHMOND, FRED'G & POTOMAC R. R.CO. (OFFICE GENERAL TICKET AGENT. RICHMOND, June 4, 187.)

SCHEDULE OF TRAINS.

General Superintendent C. A. TAYLOR. General Freight and Ticket Agent

SPICES FOR PICKLING, CELERYSEED, CORIANDER-SEED, CLOVES CINNAMON, MUSTARD-SEED, BLACK PEPFER,
WHITE PEPPER, LONG PEPPER, GINGER,
ALLSPICE, MACE, NUTMEGS, and TUMURICA
L. WAGNER, Druggist,
au 11 529 Broad street,